

COUNTRY East Germany REPORT [REDACTED]

TOPIC Brandenburg-Arado Airfield

25X1

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1

DATE OF CONTENT [REDACTED]

25X1 DATE OBTAINED [REDACTED] DATE PREPARED 15 May 1953

REFERENCES _____

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS _____

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25X1 1. Air activity observed at the Brandenburg-Arado airfield from 27 March through 8 April 1953 included:

27 March. From 11 a.m., Il-10 s were continuously observed flying circles over the field and practicing low-level attacks. Weather was overcast. From 3 p.m. to 4 p.m., formations of Il-10s were observed. The planes involved landed in groups of two. Il-10s were repeatedly observed towing an air sleeve.

29 March. No air activity was observed from 8 to 11 a.m. Thirty-eight Il-10s were parked at the field.

31 March. At 9:50 a.m., four Il-10s flew circles over the field in formations of two. Weather was overcast at 800 to 1,000 meters.

1 April. There was heavy air activity in the morning. Several aircraft were seen practicing low-level attacks. Flying was discontinued about 4:30 p.m.

2 April. At 5 p.m., individual Il-10s practiced low-level attacks in fair weather. Flying continued until after 11 p.m.

6 April. Individual Il-10s were observed flying two circles over the field and then practicing a low-level attack. Weather was overcast at an altitude of 1,000 to 1,500 meters and a visibility of 4 km. Formation flying in groups of 3 and 4 planes was observed. Il-10s were seen towing an air sleeve.

7 April. At 4 p.m. [REDACTED] 37 Il-10s at the field. Flight control trucks, radio trucks, tank trucks, two other trucks and one ambulance were parked on the south side of the field near Neuendorf. Three trucks mounting searchlights were observed proceeding toward this area. At 6:30 p.m., the take-off area at the field was marked by white lamps and air activity was started. At 6:30 p.m., aircraft [REDACTED] were observed taking off. After they had landed again they were parked in front of the trucks at the southern edge of the field. Night flying continued until about 9:30 p.m.

8 April. About noon, four Il-10s were observed flying circles over the field and practicing low-level attacks.

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2. Air activity observed at the field from 1 through 23 April included:

1 April. From 8 a.m. to 4 p.m., there was light air activity at the field in fair weather. Individual night flying was practiced from 7 p.m. to 1:30 a.m. The landing field was lighted by three searchlights when planes took off or landed. The take-off and landing area was marked by white and red lamps.

2 April. After 7 a.m., aircraft were refueled. There was little local training activity by individual aircraft from 10:30 a.m. to 4 p.m. Night flying was practiced from 5:30 p.m. to 2 a.m.

3 April. Individual planes made local training flights from 9 a.m. to 4 p.m.

4 April. From 10 a.m. to 2 p.m., only three flights were made by Il-10s. Maintenance work on jet engines was being done in the aircraft dispersal area.

5 April. No air activity was observed in spite of fair weather.

6 April. There was air activity from 9 a.m. to 1 p.m. in fair weather. [redacted] 25X1

7 April. Two Il-10s practiced take-offs and landings in the morning. From 5 to 7 p.m., only some local training flights were observed. Weather was overcast but visibility good.

8 April. There was little air activity from 8:30 a.m. to 5:30 p.m. in fair weather. [redacted] 25X1

9 April. There was light air activity during the day. Night flying was practiced from 6:30 until after 10 p.m.

10 April. Two Po-2s with 2-man crews were repeatedly observed aloft. An Il-10 flew occasionally. Weather was fair.

11 April. At 5:30 p.m., a Li-2 [redacted] taxied to the north-western portion of the field where about 30 soldiers with parachutes were assembled. At 5:35 p.m., 11 of these soldiers boarded the plane which took off. After the plane had flown one circle over the field, one parachutist jumped. After another circle 3 parachutists jumped and groups of 5 and 2 men jumped after the fourth circle. The soldiers jumped in quick succession, the parachutes opening immediately after the soldiers had left the plane. When the Li-2 landed again, 10 other soldiers entered it. Seven of them jumped, while three soldiers carrying their parachutes in their hands left the plane after it landed again. Several soldiers were observed executing some work on the rudder assembly of the plane. No fourth parachute jumps were made on this day because it had become dark.

13 April. Individual local training flights were made from 7:30 a.m. to 1:40 p.m. [redacted] 25X1

15 to 23 April. On all days [redacted] 36 to 40 Il-10s fitted with red propeller hubs and with red upper edges of their rudder assemblies at the Brandenburg-Adado airfield. There was light air activity. Night flying was practiced on two days. 25X1

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- 25X1 3. In early April, [] new type of flight control truck with a
 25X1 plexiglass superstructure and a red antenna 4 to 4.5 meters long. The
 truck [] was occupied by four air force soldiers
 including three officers. The truck was parked near Neuendorf on the south
 side of the field and was fitted with a reel with rubber cable on its right
 rear. A cable extended to the ground. The vehicle had two axles and dual
 tires at its rear and was fitted with a much larger superstructure on its
 roof than the previously observed flight control truck. The latter truck
 continued to be observed alongside with a generator and a trailer painted
 green and red. In the hexagonal plexiglass superstructure, which was 50
 25X1 to 60 cm high [] a soldier seated on a swiveling chair. The sol-
 25X1 dier watched the taking off planes. Immediately after an Il-10 had taken
 off he began to operate an instrument. [] he made Morse
 signs. [] an air force officer
 writing at a desk. The activities of the two other officers could not be
 determined. It happened that all three officers went to an Il-10 which
 25X1 had just landed to talk with a pilot of the craft. []
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4. The afternoon of 11 April, parachuting was practiced over the field from a
 twin-engine plane.
- 25X1 1. [] Comment. A ground attack regiment is still stationed at the Branden-
 burg-Arado airfield. []
 edges of their rudder assemblies. The parachuting observed was probably
 conducted within the framework of routine pilot training. 25X1
- 25X1 2. [] Comment. For sketches of the flight control truck, see Annex.

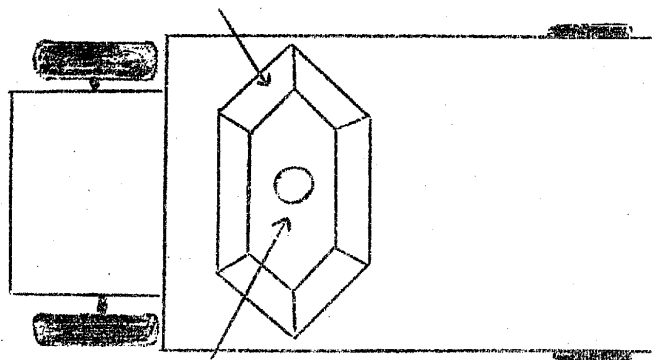
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Front view

Plexiglas box with metal frame
and slanting side walls

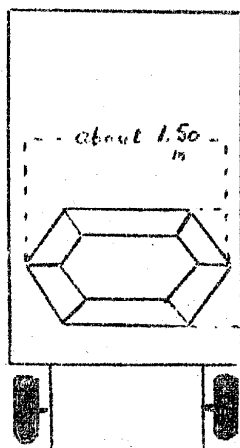


The radio truck has an
estimated length of 3
meters and a width of
1.0 meters

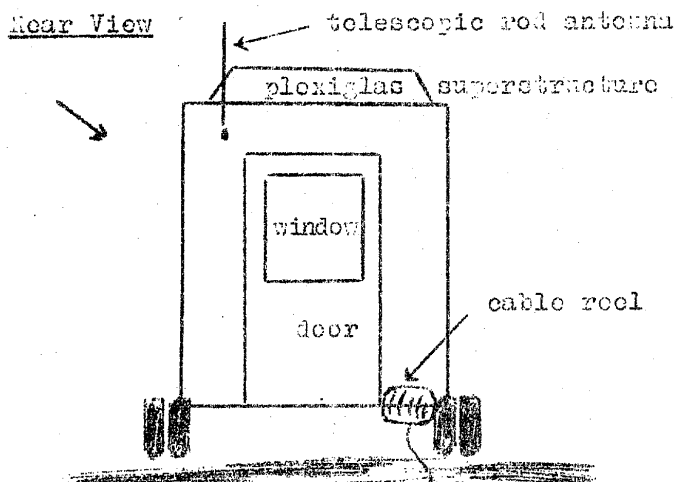
radio operator

rod antenna

Rear View



about
1.20 m



telescopic rod antenna

plexiglas superstructure

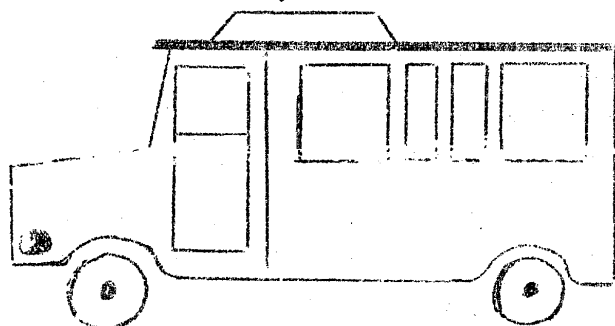
window

door

cable reel

Side View

plexiglas superstructure



rod antenna

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